

GRAND MEDICAL PARIS, 1874-1875.
JOSEPH GILLOTT'S
 Of Highest Quality
 and lasting Great
 Durability are the words
 GRATEFUL
 The Only
 Award
 Given, 1875
 TURNER UP POINT BY BARRETT
 Barrel Pen, 225, 226, 267,
 Slip Pen, 332, 369, 387, 405,
 404, 7,000.
 In Fine, Medium, and Broad
 Point.
THE NEW TURNED UP POINT, 1043.

PRICE \$2½ PER MONTH

ARRIVALS.

Sept. 2, INDEPENDENT, German steamer, 8210 tons, from
Chiookoi, Newchwang 25th August; ar.
Chiookoi 27th, Beans.—WIEGER & Co.
Sept. 3, KEMPA, British str., 1,985, J. Barber,
Liverpool 23rd July, and Singapore 25th
August; General.—HOLIDAY, WIEG & Co.
Sept. 3, FORMOSA, British str., 2,615, E. A.
Peters, Poocloo lat Sept., General.—P. &
O. S. N. Co.
Sept. 3, MENDUA, Austrian steamer, 1,632, G.

Wallushing, Kobe 28th August, General.—
—SAMPET & Co.
Sept. 3, FRIGGA, German str., 1240. F. Jagers
Kobe 27th August, General.—SILVERSTEIN
& Co.
Sept. 3, HETZEN, Chinese str., 1211. C. H.
Mull, Canton 3rd Sept., General.—C. K.
S. N. Co.
Sept. 3, WHAMPOA, British str., 1169. Andersen
str., Australia 14th Aug. Coal.—BUTTER
FIELD & SWIRE.
Sept. 3, SELINA, German str., 8,193. T. C.
Scott, Norovosk 28th July, Petroleum
—OEDER.
Sept. 3, JAVA, British str., 2,633. J. Chellam
a.n.e. London 28th July, S. S. Singapore
28th August, General.—P. & O. S. N. Co.

son, Saigon 31st August, General —
son & Co. Siam

CLEARANCES.

AT THE HARBOUR MASTER'S OFFICE.

31ST SEPTEMBER.

Irene, German str, for Yokohama.
Koonan, British str, for Amoy.
Nanahan, British str, for Saigon.
Whampoa, British str, for Shanghai.
Mamoe, British str, for Bangkok.
Kiang Tung, Chinese str, for Lango.
Legal, German str, for Swatow.
China, German str, for Saigon.
Wingang, British str, for Swatow.

DEPARTURES.

Sept. 3, *CHINA*, British str, for Nagasaki, &
Sept. 3, *YUEN SAN*, British str, for Manila.
Sept. 3, *DOMAR*, German str, for Singapore.
Sept. 3, *DOMAR*, German str, for Saigon.
Sept. 3, *DOMAR*, German str, for Swatow.

Sept. 3. PROGRESS, German str., for Tientsin.
Sept. 3. CHOYFANG, British str., for Canton.
Sept. 3. MONGTUK, British str., for Bangkok.
Sept. 3. CHINA, German str., for Saigon.
Sept. 3. DIOMED, German str., for London.
Sept. 3. JAVIER, German str., for Yokohama.
Sept. 3. KIANG TUNG, Chinese str., for Macao.
Sept. 3. PATTANG, German str., for Rangoon.
Sept. 3. WINGSAO, British str., for Shanghai.

PASSENGERS.
ARRIVED.
For Formosa, str., from Foochow, —
Thos. Aird, and Messrs. J. Corbett, and
Leong Hee.
For Java, str., from London — Messrs. Na-
may and Schiller.

DEPARTED.

Per China, str. for Kobe—Messrs. S.
Morozhne and H. M. Nizane. For Yokohama—
—Mrs. MacHaffie and daughter, Mr. and
Theodor, Capt. Clarke, Mr. Chas. Seymour, and
Mrs. Seabee and family, and E. B. Hall.
For San Francisco—Mr. Wm. Haecker.

VISITORS AT HOTELS.
HONGKONG HOTEL.

Mr. T. Aizawa.	Mrs. Mayhew
Mr. L. Barndagroe	Mr. T. Moss.
Mr. E. J. Barlow	Mr. Nao Nabekura
Mr. B. W. Bolles	Captain Palmer
And Mrs. A. H.	Mr. W. Pratt
Boettchen.	Mr. A. H. Reine
Mr. W. J. Carter	Miss L. H. Reine
Mr. Fred. W. Casey	Consul & Mrs. Seymour
Mr. Francis Carl	Miss L. Sunnien

	Mrs. C. Crane	Mr. R. E. Tontine
	Miss Duff	Mr. H. L. Tontine
L.	Mr. W. A. Duff	Mr. J. Tobuchaud
	Mr. J. B. Dunneau	M.D.
	Mr. H. K. C. Fisher	Mr. R. H. Wade
	Miss Green	Mrs. I. T. Walker
	Mr. J. J. Hoar	Mr. W. B. Walker
	Mr. Z. Hill	Sac. Corp. J. L. Vail
use,	Mr. T. Howard	Mr. Maxwell Weaver
St.	Mr. K. Inouye	Mr. M. W. McWade
	Mr. J. Jones	Mr. W. F. Wenton
	Mr. Merion Jones	Surj.-Major Westcott
	Mr. & Mrs. Kinners	Miss Whaley
bed	Mr. J. W. Kinghorn	Mr. & Mrs. Wm. Will
and	Dr. MacFarlie & child	
10		
ath.		

MURKIN ASTOR HOTEL

Mr. Abernethy & child	Mr. Lanzmann
Mr. J. M. Beattie	Capt. S. Long

Mr. Charles	Mr. Maclean & child
Mr. Charles Buck	Mr. & Mrs. Mannheim
Mr. Charles Cohen	Mr. Kenneth McK. E.
Mr. Spencer A. Denoon	Mr. H. F. Meyerkin
Mr. & Mrs. Dent & child	Mr. R. M. Moses
Mr. & Mrs. Dickson and child	Mr. W. L. Muir
Mr. & Mrs. Durman	Mr. Munford
Capt. Eccles	Mr. Nathan Nierop
Alm. Foster & child -	Mr. & Mrs. Pestalozzi
Mr. H. B. Fries	two children
Surgeon Col. Evans	Mr. H. E. Pollock
Mr. Evans	Mr. Richardson
Mr. T. Evans	Mr. H. Ross
Mr. M. D. Ezzeiel	Mr. Smith Allison
Mr. E. Georg	Mr. Otto Struckmeyer
Mr. W. Douglas Graham	Hen. A. M. Thomson
Mr. & Mrs. Huggins	Capt. Tillot
Jeffrey	

Staff Surgeon Keays, R.N. Mr. Wilson
Mr. Keays
Mr. Kitch
Major A. Wrodsley

VESSELS IN DOCK.
ABREVED DOCKS.
KOWLOON DOCKS.—Piccola, Pacific,
Activ, Josephus, Pirra, Quon Kiao, Suanan,
COSMOPOLITAN DOCK.—John Bishley,
non.

TO-DAY.
V. R. C. Aquatic Sports, 4 p.m.

HONGKONG HIGH-LEVEL TRAMWAYS COMPANY, LIMITED.
THIRTY-NINE

WEEK-DAYS.
7.30 a.m. to 10.30 a.m. ... Every quarter of an hour.
11.30 a.m. to 12.30 p.m. ... Every half hour.
1.30 p.m. to 2.30 p.m. ... Every quarter of an hour.
2.30 p.m. to 3.00 p.m. ... Every quarter of an hour.
Night cars at 8.45 p.m. and 9 p.m., and from 11.15 to 11.16 p.m., every half hour.

SATURDAYS.
Extra Night cars at 11.30 and 11.45 p.m.

SUNDAYS.
8.45 a.m. to 10.15 a.m. ... Every half hour.
10.30 a.m. and 10.40 a.m. ... Every quarter of an hour.
Noon to 2 p.m. ... Every half hour.
3 p.m. to 5 p.m. ... Every quarter of an hour.
Night cars at 8.45 p.m. and 9 p.m., and from 11.15 to 11.16 p.m., every half hour.

PHOTOGRAPHY.
K WONG SANG begs to announce to
will commence business as
PHOTOGRAPHER
at
8A, QUEEN'S ROAD CENTRAL,
on
TUESDAY, 1st SEPTEMBER,
and invites inspection of his Studio
A large Assortment of Artistic Back-
ground Imported from England

[2035] ROBERTSON AND OTHERS, SONS, GENERAL MANAGERS
 HIGH CLASS WORK GUARANTEED
 N.B.—Half Price will be charged for
 days, viz., Sat. 2nd, 3rd, 4th and 5th Sept.
 Hongkong, 29th August, 1893

[2036] PORTLAND CEMENT
 J. B. WHITE & BROS.
 Sole Agents for China,
 HOLLIDAY, WISE & CO.
 Hongkong, 11th April, 1893.

INTIMATIONS

NOW READY

THE CHINA DIRECTORY
CHINA, JAPAN, STRAITS, &c., &c.,
1896.

With which is incorporated
THE CHINA DIRECTORY
This is the
THIRTIETH ANNUAL ISSUE,
and will be found, as usual, to show an advance
on preceding years both in fulness and accuracy
of information.

The DIRECTORY covers the whole of the
ports and cities of the Far East, from Peking to
Vladivostok, in which European reside.

A. S. WATSON & CO., LIMITED.



CHEMISTS BY APPOINTMENT.

ESTABLISHED A.D. 1841.

**MANUFACTURERS OF AERATED
WATERS.**

Our AERATED WATER FACTORY is fitted
with the best English Machinery, embodying
the latest improvements in the trade.

The Purest Ingredients only are used, and
the utmost Care and Cleanliness exercised in
the Manufacture throughout.

The Water used is proved by repeated
Analyses to be Absolutely Pure.

For COAST PORTS, Waters are packed and
piped on board ship at Hongkong prices, and
the full amount allowed for Portages and
Emphires when received in good order.

Counterfeit Order Books supplied on applica-
tion.

Our Registered Telephone Address is
"DISPENSARY, HONGKONG."
And all signed messages addressed thus will
receive prompt attention.

The following is a List of Waters always
kept ready in Stock—

PURE AERATED WATER

SODA WATER

LEMONADE

POTASH WATER

SELTZER WATER

LITHIA WATER

SARSAPARILLA WATER

TONIC WATER

GINGER ALE

GINGERADE

No Credit given for Bottles that look dirty
or greasy, or that appear to have been used
for any other purpose than that of containing
Aerated Waters, as such Bottles are never used
again by us.

A. S. WATSON & CO., LIMITED.
THE HONGKONG DISPENSARY.

Hongkong, 26th May, 1906.

NOTICE TO CORRESPONDENTS

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should be addressed to THE EDITOR.

Correspondents must forward their names and addresses
for publication addressed to THE EDITOR, not
for publication, but evidence of good faith.

All letters for publication should be written on one
side of the paper only.

No anonymously signed communications that have
directly appeared in other papers will be inserted.

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P.O. Box 20. Telephone No. 12.

The Daily Press.

HONGKONG, SEPTEMBER 14, 1906.

MA. CHRS. GARDNER, the Consul at
Amoy, believes the tea cultivation of that
Consular district to be a moribund industry.

To revive it the Consul suggests that
lekin and export duty should be
abolished and machinery admitted. No loss
to the Imperial exchequer need be feared
from the adoption of this course, "for

"as assuredly as rain falls at present, there
will in the near future be no rain to collect
"either lekin or duty upon." Similar re-
commendations have been made time and
time again, and there is unfortunately
little probability that Mr. GARDNER's

exhortations and recommendations will
prove any more effective than those of
his predecessors. China cannot make up
her mind to forego any portion of the small
revenue still remaining to her from tea,
although she might thereby save and build
up a valuable trade which is now rapidly
slipping from her. Even Sir ROBERT
HART, usually so far-sighted, has proved
himself singularly wrong in this matter.

In his report to the Tientsin-Yamen in
1888 he said:—"In fact, no matter what
"want China tea that, no matter what
"quantity is produced, there is but little
"fear of its not finding a market."

"The 'hill tax' apart, which ought to be
"repelled for the encouragement of
"growers—I do not consider that any good
"will attend the reduction of ordinary lekin
"and export duty; but there is unquestion-
"ably room for improvement in every step and
"every process in growing and preparing
"tea, and it is most important that what-
"ever can be done should be done." Whether
"under more favourable circumstances the
"Chinese growers might have adopted im-
"provements in the cultivation and prepara-
"tion of the product may be considered pro-
"bably, but weighted with a taxation of 75
"per cent. ad valorem as against about 15
"per cent. levied on Japanese tea competition
"was impossible. The result is not in Mr.
"GARDNER's report—"Twenty-five years
"ago \$3,000,000 was the annual income of
"the Amoy tea districts; today it is not
"\$350,000. Lekin has done it."

A further danger now threatens Amoy,
namely the loss of the Formosa tea busi-
ness. Not only will the competition with
which the Amoy growers have to contend be
increased by the fact that Formosa tea will
now pay an export duty of only \$1.50 per picul
under the Japanese tariff as against between
six and seven dollars which Amoy tea has

to bear, but it is likely that the Formosa
tea may no longer be brought to Amoy for
transshipment. On this point, however, Mr.
GARDNER seems to take rather an optimistic
view. "The loss of the Formosa tea business
to Amoy," he says, "would be a very
serious blow to the prosperity of the port,
"and would seriously affect the customs revenue
"in the matter of tonnage dues, would throw
"out of employment many hundreds of
"labourers, and, by reducing the circulation
"of money in the city by some millions of
"dollars, materially affecting already rapidly
"declining prosperity. It is impossible to
"over-estimate the value in indirect ways
"which the Formosa tea trade is to Amoy,
"and all interested in the welfare of our
"port, officials and merchants alike, should
"do their utmost to retain it. Now that
"Formosa is ceded to Japan, the future of
"the Amoy-Formosa trade is a source of
"considerable anxiety to those engaged in
"it, and divergent opinions exist as to
"whether the first-mentioned port can still
"remain (as it has done for the last 25
"years) the practical headquarters of the
"Formosa tea business. In the absence of
"any harbour facilities in Formosa, where
"large steamers can load in safety through-
"out the year, Amoy, as the nearest port,
"and with its splendid shipping facilities,
"should be able to hold its own, always
"provided that the Chinese Imperial
"Maritime Customs continue the enlightened
"policy they promptly adopted when the
"Island was transferred, and permit Formosa
"to remain in transit to be stored here under
"bond."

On the other hand, Mr. QUINN, the Consul
at Nagasaki, says—"A great impetus to
"Nagasaki trade is likely to be given by
"the favourable position this port holds in
"proximity to Formosa. Several Japanese
"steam lines are already started, and it is
"possible that the tea, camphor, and sugar
"of Formosa may soon all be sent here for
"transshipment instead of to Amoy as
"formerly." The latter view seems the
"more likely to prove correct. As Formosa
"becomes assimilated to Japan, and with com-
"munication by steamer, it seems reasonable
"to suppose that goods for transshipment should
"gravitate to a Japanese rather than to a Chinese
"port, especially as the Japanese port would
"prove more convenient to the Pacific liners,
"which carry 63 per cent. of the total quan-
"tity of tea shipped at Amoy. These vessels
"have for the most part to call at Nagasaki
"as one of their regular way ports, and if the
"Formosa tea were taken there for transship-
"ment they would be saved the delay and
"expense involved in calling at Amoy,
"which they only visit during the ten seasons.
"Under these circumstances there seems
"little reason to doubt that in the course of
"a few years Nagasaki will succeed in divert-
"ing the Formosa tea trade altogether from
"Amoy, and that the prosperity of the latter
"will suffer proportionately. We can only
"hope that with the adoption of a more en-
"lightened policy by the Chinese Government
"as regards taxation Amoy may be able to win
"back her own proper trade, and make up for
"the loss of the Formosa trade. Mr. GAR-
"DNER says the Amoy tea districts are amongst
"the richest in the world, and with the en-
"lightened methods of cultivation adopted in
"India, Ceylon, and Japan, and such limited
"taxation as exists in these countries, they
"could be restored to prosperity, and, with
"cheap labour, excellent water communica-
"tion, and a magnificent harbour, need fear
"no rival."

As soon as the manoeuvres are over, says a
naval correspondent of the Morning Post, there
"will be a general dispersion of destroyers and
"torpedo-boats. The Home Fleet destroyers
"will return to their bases in the Mediterranean;
"the Harbours and Harbours are to be pro-
"vided to China, and other destroyers are to
"be sent abroad. They will all start as a squad-
"ron, and the destroyers will be divided into
"two squadrons. The life on board
"for the officers and men of the boats which are
"going to the Far East is hardly likely to be
"very pleasant. The destroyers are a de-
"cidedly limited. Still, there can be no doubt
"that, if it were a question of volunteering
"instead of appointment, there would be plenty
"of volunteers, and it is certainly desirable that
"they should have some vessels to the torpedo
"boats all over the world. The action of the Admiralty
"moreover, points to the growing belief in the
"efficiency of the torpedo.

P. Kennedy, a police constable in the Naval
yard, was charged at the Police Court yester-
day with stealing a silver cup. The cup was
stolen on Tuesday, the 1st inst., from the
Naval yard, and was valued at £10. The in-
formation of the theft was given by the in-
spector of the Naval yard, who stated that the
cup was stolen from the Naval yard, and was
valued at £10. The defendant was charged with
stealing the cup, and was found guilty. He was
sentenced to six months' imprisonment, and
to be kept in hard labour. The defendant was
represented by Mr. J. J. O'Connell, who stated
that the defendant was a police constable in the
Naval yard, and was charged with stealing the
cup. The defendant was found guilty, and was
sentenced to six months' imprisonment, and to
be kept in hard labour.

The Empress of Japan has contributed 1,000
yen to the relief fund.
The Singapore Legislative Council has voted
£5,000 to be expended on surveys for a
railway between Johore and Singapore.

A disastrous fire occurred on the 28th August
at Bantam, which destroyed a large number
of houses in about ten streets were reduced
to ashes.

The P. M. steamer *Fera*, with mails, &c.,
from San Francisco to the 17th inst., has
arrived at Yokohama, and leaves for this port
via Nagasaki to-day.

One million yen is the capital to be raised
for the Imperial Sugar Refinery in Tokyo, and
on an estimated output of 2,000,000 tons in ten
months a dividend of 87 per cent. per annum is
expected. The existing Mitsubishi Refinery
will probably be incorporated—Hypo News.

The Secretary of the Foreign Mining Co.,
Limited, informs us that he has received advice
from Peking to the effect that the greater
portion of the village there has been destroyed
by fire. The damage sustained by the Com-
pany is slight, the loss not exceeding two hun-
dred dollars.

The Volunteer Camp of Instruction will be
held at Stony Creek, Island from the 10th to
the 18th October. Major Pennington, the Com-
mandant, has sent a circular to the various
battalions requesting employers to give these
volunteers in their employ as much leave as pos-
sible during the absence of the men. The Major's
request will be cordially acceded to.

It is stated that the reconstruction of the
harbour of Yokohama, which has been com-
menced, will be completed in 1910. The work
is being carried out by the Japanese Govern-
ment, and is expected to be completed in 1910.
The work is being carried out by the Japanese
Government, and is expected to be completed in
1910.

A new departure in rice milling is reported
from Bangkok. One of the Siamer princes
has determined upon milling the grain on
an automatic mill, and has ordered the Com-
pany to build one. The mill is to be built on
the river, and is expected to be completed in
1910.

Passengers calling at Singapore had better
be careful of the water there. The *Strait*
Times says—"For some time past the water
has contained a sediment which is admittedly
offensive, though there is some controversy as
to whether it is actually harmful. This P. &
O. Company will have none of it for their
steamers, and it appears that they will probably
also refuse to take local tea made from
Mandalay water."

All his friends on the China station, says the
Singapore Free Press, will be pleased to hear
that Captain Fawkes, late of the *Mercury*, is to
be transferred to the *Terrible*, the latest arrival in the
line. The *Terrible* is the latest arrival in the
line, and is expected to be completed in 1910.

The *China Mail* of last night publishes the
following special telegram from the own cor-
respondent—

"Madrid, 3rd September, 1906.
The revolution in the Philippine Islands
still continues.
The Spanish authorities are adopting every
possible means to suppress the rising, and to
prevent it spreading throughout the provinces.
It is believed that the revolution is now
confined to the island of Luzon, and that the
authorities will cope with it successfully."

THE C. P. STEAMER *Phoenicia* arrived

at Vancouver on the 1st inst.

The annual aquatic sports of the Victoria
Recreation Club take place to-day and to-morrow.
The P. & O. steamer *Malacca* left Bombay
for this port on the afternoon of the 2nd inst.

The C. P. steamer *Phoenicia* of India arrived
at Amoy at 8 a.m. yesterday and left at 3 p.m.
for Shanghai.

At Singapore the other day a Malay woman
a witness in a case of breach of trust and
fraud, a woman of the name of *Jenny*, created
quite a sensation. The woman, who is a native
of the island, was called upon to give evidence
in the case, and when she did so, she was
recompensed for her services by the court. The
woman was called upon to give evidence in the
case, and when she did so, she was recompensed
for her services by the court. The woman was
called upon to give evidence in the case, and
when she did so, she was recompensed for her
services by the court.

A rather interesting rifle match will shortly
take place between four members of the Singa-
pore Intercolonial Team, two a pair, and a
pair of the Victoria Rifle Club. The match will
be held on the 15th inst. The match will be
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inst. The match will be held on the 15th inst.

On Wednesday evening, about 2.30, Sergeant
McKinnon and a police constable went on a
patrol round the 24th High Street, West
Point, and found about thirty coolies playing
fantasy. The house was occupied by Sergeant
McKinnon, and was found to be a large gambling
house. The coolies were found to be playing
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Mr. Hastings, in explaining the facts, said
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floor. The coolies were found to be playing
fantasy, and were found to be playing fantasy.

Mr. Hastings, in explaining the facts, said
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The Foreigners in Manila do not

seem to be in any danger of property.

The above seems to confirm the suggestion
that a conspiracy is averted over telegrams
leaving Manila, otherwise they should have
expected to learn something about the reported
fighting, the number engaged on each side,
whether any were killed or wounded, if so how
many, and other particulars in the nature of
actual facts.

The Foreigners in Manila do not seem to be
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SERIOUS AFFAIR AT ARIMA.

MINORITIES AND REVOLUTION.

The foreign residents staying at Arima were
very much frightened on Saturday night by a
disturbance between the Japanese *kyōgo* men
and a number of minorites, chiefly from
China. We have heard various reasons assigned
as the origin of the disturbance, of which the
most plausible is that the Japanese *kyōgo* men
were refused to accept delivery of their goods
on a Sunday, and that the minorites, who
were the Japanese *kyōgo* men, were refused to
accept delivery of their goods on a Sunday.

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were refused to accept delivery

Vancouver for Hongkong on the 25th instant, and for the Straits and Malacca.

The chartered steamer *Kongra*, from Celebes, left Singapore on the 1st instant.

MERCHANT STEAMERS.

The Middlesex steamer *Dorothy* left Rangoon for the Kingdom of Antwerp and Hamburg, Singapore on the 28th ultimo, for this port may be considered due here to-day.

The steamer *Mogul* left Singapore on the 29th ultimo and is due here on or about the 4th instant.

The N. P. steamer *Victoria* has arrived yesterday and sailed on the 1st instant for this port via Hongkong.

The P. & O. steamer *Hydrades* left Singapore for this port on the 2nd instant.

The China Mutual steamer *Cowfa*, from Glasgow and Liverpool, passed the Cape of Good Hope on the 24th ultimo, and is expected due at Singapore on or about the 10th instant.

The P. & O. steamer *Haragon* left Bombay for this port on the 25th ultimo.

The P. & O. steamer *Chelona* arrived at the Straits, left Singapore for this port on 29th ultimo.

The O.S.S. steamer *Defiance*, from Liverpool, left Singapore on the 2nd instant, and is here on or about the 7th instant.

The P. & O. steamer *Malacca* left Bombay for this port on the 2nd instant.

FAREWELL THIS CANAL.

OUTWARD—4th August—*Breconshire, Q*
Olyn, Idunau, Marc, 11th August
Calcedon, Palencia, 18th August
Branch, Hadley, 21st August—Geyton, 3rd
August—Canfr, 25th August—Scorpa
1st September—Fritz Heinrich, Reich
2nd September—Zell

HOMEWARD—28th August—*Pocking, Poling*
1st September—Erast Simons, Teucer.

POST-OFFICE NOTICES

☞ The authorised List of Mails issued in connection with this paper is the one public connection each day in our Extra, which is correct to a much later hour than that given below.

PAKES DELIVERED down at Post Office 11.30 a.m. and 3 p.m. at Lytton Boxes in Cars by 12 and 3.30 clock, Trams, &c. Boxes at Peak will be cleared at 12.30 noon & 4 p.m.

The Postal Guide for 1896, revised to 1897, is the only authorised source of Summary of Postal information published in Hongkong.

POST-OFFICE NOTICES.

65. The authorised List of Mails in connection with this paper is the one published twice each day in our paper, which is correct to a much later hour than that given below.

PARCEL DELIVERIES does at Post Office 11.30 a.m. and 3 p.m. at Larder Boxes in Cars by 12 and 3.30 clock, Trams, L. Boxes at Peak will be cleared at 12.30 and 3.30.

The Postal Guide for 1896, revised to 1897, will be found in the *Observer* and *Dispatch*, p. xix. "This is the only authorised summary of Postal information published in Hongkong."

A MAIL WILL CLOSE.

For Swatow. For Fuzungang, to-day, the last, at 8.30 A.M.

For Amoy, Shanghai, Nagasaki, Moji, Aomori, Yokohama, Kobe, Kurematsu, to-day, the last, at 8.30 A.M.

For Swatow, Amoy and Fuzungang.

The Postal Guide for 1896, revised to 1897, will be found in the *Chronicle and Directory*. It is the only authorised and complete Summary of Postal Information published in Hongkong.

A MAIL WILL CLOSE.

For Swatow—Per *Phonang*, to-day, the 5th inst., at 9:30 A.M.

For Amoy, Shanghai, Nagasaki, Moji, Koa and Yokohama—Per *Kienan*, to-day, the 5th inst., at 9:30 A.M.

For Singapore, Amoy and Foochow—Per *Nang*, to-day, the 5th inst., at 11:30 A.M.

For Amoy, Shanghai, Chefoo and Nanchowang—Per *Hongsheng*, to-day, the 5th inst.; at 3:00 P.M.

For Bangkok—Per *P. C. Kiao*, to-morrow, the 6th inst., at 8:30 A.M.

For Singapore—Per *Formosa*, to-morrow, the 6th inst., at 9:30 A.M.

For Siam, Saigon, Haiphong and Bombay—Per *Chamorro*, to-morrow, the 6th inst., at 11:30 A.M.

For Kuala and Sandakan—Per *Mennan*, to-morrow, the 5th inst., at 3:00 P.M.

For Singapore—Per *Frigate*, to-morrow, the 5th inst., at 4:00 P.M.

For Singapore, Penang and Calcutta—

For Swatow, Amoy and Foochow—
Nansu, to-day, the 4th inst., at 11.00 A.M.
For Shanghai, Chefoo and Nanchang—
Hargreave, to-day, the 4th instant, at 3.00 P.M.
For Bangkok—Per P. C. Kiao, to-morrow the 5th inst., at 9.30 A.M.
For Singapore—Per *Formosa*, to-morrow the 5th inst., at 9.30 A.M.
For Stavia, Colombo and Bombay—
Meads, to-morrow, the 5th inst., at 11.30 P.M.
For Kunt and Sandakan—Per *Menan*, to-morrow, the 5th inst., at 8.00 P.M.
For Singapore—Per *Frigate*, to-morrow the 5th inst., at 11.00 A.M.
For Singapore, Penang and Calcutta—
Swiang, on Tuesday, the 8th instant, at A.M.
For Nagasiki, Kobe and Yokohama—
Yerou, on Friday, the 11th inst., at 11.30 P.M.
For Shanghai, Kobe, Yokohama, Viet Nam, Hongkong, and Tacoma, on Saturday the 12th inst., at 5.00 P.M.

MAILED BY THE BRITISH PACK.
The British Contract Packet, *Penitence*, will be dispatched on THURSDAY, the 6th inst., with Mails for the United Kingdom.

1890 For Singapore—Per *Frigate*—to-morrow
 5th inst., at 4.30 P.M.
 1890 For Singapore, Penang and Calcutta
 5th inst., on Tuesday, the 9th instakt, at 4
 A.M.
 1890 For Nagasiki, Kobe and Yokohama—
 Yernu, on Friday, the 11th inst., at 11.30
 For Shanghai, Kobe, Yokohama, Yeu
 B.C., and Tecoona—Per *Tecoona*, on Estu
 the 12th inst., at 5.00 P.M.

MAILED BY THE BRITISH PACKET
 The British Contract Packet, *Essex*,
 be despatched on **THURSDAY**,
 the instmt, with Mails for the United King
 Europe, and countries beyond, viz: Bristol;
 London, Liverpool, Harbours India, Pen
 Ceylon, Aden, Djibuti, Malacca, and Ghilatta
 8.00 A.M.—Footing of Prices Current and
 culture closes.
 10.00 A.M.—Register closes.
 10.50 A.M.—Footing of newspapers, books
 patterns closes.
 11.00 A.M.—Mail closes.

LATE LETTERS may be posted from
 11.30 till 1.30, at a fee up to 11.30
 after which hour they may be sent on

MAILS BY THE BRITISH PACKET
The British Contract Packet, *Essex*, will be despatched on THURSDAY, the 25th inst., with mails for the United Kingdom, Europe, and countries beyond, via *Brindisi*; for Strait Settlements, Malacca, India, Rangoon, Ceylon, Aden, Egypt, Malta, and Gibraltar. 8.00 A.M. Post Office of Prices Current and Circulars posted.
10.00 A.M.—Registry closes.
10.30 A.M.—Posting of newspapers, books, and passengers' effects.
11.00 A.M.—Mail closes.
LATE LETTERS may be posted (from A.M.) with 10 cents late fee up to 11.30, after which hour they may be sent on with the same late fee.

MAILS BY THE UNITED STATES PACKET
The United States Packet *Belgian*, will be despatched on SATURDAY, the instant, with mails for Japan, San Francisco, the United States, Canada, Honolulu, Peru, which will be closed as follows:—
10.00 A.M.—Registry closes.
11.00 A.M. Post Office closes, but correspondence may be posted on board the Packet.

11.00 A. M.—Registry cases.
10.50 A. M.—Registry cases of newspapers, books and patterns cases.
11.00 A. M.—Mail closes.

LATE LETTERS may be posted from 11.00 A. M. on up to 11.30, after which hour they may be sent out with the same late fee.

MAILS BY THE UNITED STATES PACKET.

The United States Mail Packet, *Belgica*, will be despatched on SATURDAY, the 11th instant, with mails for Japan, Hong Kong, Canton, Amoy, Shanghai, Hankow, Peking, and other ports, which will be closed as follows:—
11.00 A. M. Registry cases.
11.00 A. M. Post Office closes, but correspondence may be posted, except the *Express*, till the Late Fee of 10 cents extra per unit time of departure.

MAILS BY THE GERMAN PACKET.

The German Continent Packet, *Bayern*, will be despatched on TUESDAY, the 15th at 9 a.m. with Mails for the United Kingdom, Europe, and countries beyond, *ad Prino* to the Straits Settlements, Batavia, Java, and other ports, which will be closed as follows:—
Registry cases at 7.30 A. M.
The mail closes at 8.40 A. M. Late letters

instant, with mails for Japan, San Francisco, the United States, Canada, Honolulu, Peru, which will be closed as follows:—
10.00 a.m. Register closes.
11.00 a.m. Office closes, but correspondence may be posted on board the Packet till the Late Fee of 10 cents extra per unit of time of departure.

MAILS BY THE GERMAN PACKET.
The German Contract Packet Bayern will be despatched on TUESDAY, the 14th, at 9 a.m. with Mails for United Kingdom, Europe, and Canada, beyond the Straits to the Straits Settlements, Batavia, Ben. &c. Ceylon, India, Aden, Egypt, Malta, &c. &c. Registry closes at 7.30 a.m.

The mails for Europe, India, &c. will be despatched at 8.00 a.m. with 10 cents extra postage.

號 生 怡
YEE SANG & CO.
COAL MERCHANTS,
have always on hand
LARGE STOCKS OF EVERY DESCRIPTION OF COALS.
Address:—Care of Messrs. KWONG SANG
No. 68, PRINCE STREET.

at 9 a.m. with Mails for the United Kingdom, Europe, and countries beyond, *etc.* *etc.* to the Straits Settlements, Batavia, Bencoolen, Ceylon, India, Aden, Berber, Malak, &c. &c. Register closes at 8.30 a.m. Late letters 8.30 a.m. with 10 cents extra postage.

號生怡
YEE SENG HANG & CO.
COAL MERCHANTS,
have always on hand
LARGE STOCKS OF EVERY DESCRIPTION OF COAL.
Address:—Care of Messrs. KYONG SANG & CO., 68, PRAYA.

S I E N T I N G
SURGEON DENTIST
No. 10, RAFFLES STREET.
TERMS VERY MODERATE.
Consultation Free.
Hongkong, 23rd September 1891.

N O T R E S P O N S I B L E F O R D E B T S
Neither the CAPTAINS, the AGENTS, nor the SHIP, are responsible for any debts contracted by any person on board.

have always on hand
LARGE STOCKS OF EVERY DESCRIPTION
 Address:—Care of Messrs. KWONG SANG
 No. 68, PRAYA.

S I E N T I N G.
SURGEON DENTIST
 No. 10, D'AGUILAR STREET.
TERMS VERY MODERATE.
 Consultation Free.
 Hongkong, 23rd September, 1891.

NOT RESPONSIBLE FOR DEBTS
 Neither the CAPTAINS, the AGENTS, nor
 OWNERS will be RESPONSIBLE FOR
 DEBTS contracted by the Officers or the Crew
 of the following Vessels during their stay
 at Hongkong Harbour:
 ASHLIN, Brit. str., Murray—Shewan T.
 & Co.
 AMARAPOTA, Brit. str., Cameron—M.
 & Co.
 CHAB & MOORE, Amer. ship, Leonard—O.
 POORING SUPP., Aviania bk., Willcocks—
 & Co.
 GLEN CALADI, Brit. bk., Llamet—G.
 & Co.
 TIAN WEED, Amer. ship, Walton—A.

Consolidation Free
Hongkong, 23rd September, 1891.

NOT RESPONSIBLE FOR DEBTS

Neither the CAPTAINS, the AGENTS, nor
Owners will be RESPONSIBLE for
debts contracted by the Officers or the
Crew of the following Vessels during their stay
at Hongkong Harbour:

ASHLTON, Brit. str., Murray—Sheewan &
Co.

AMERICA, Amer. ship, Canton—
Bussan Kaisha.

AMERICA, Brit. str., Canton—
Bussan Kaisha.

CHAS. E. MOORE, Amer. ship, Leeward—O.
Fosberg & Co.

FOSSIE SHIP, British bk., Willotte &
Gibbs.

GENERAL ALBERT, Brit. bk., Lamotte—Gibbs
& Co.

ISAAC REED, Amer. ship, Valde—Arnold
Kernberg & Co.

JACQUES, Amer. ship, New, str., Ham
Molchers & Co.

JOSEPHINE, Amer. ship, Gilkey—Siemens
& Co.

MACQUEE, Brit. str., Thomson—Dowdell, Co.

and Off Co.

PARAMITA, Amer. ship, Sault—Stoddard
Oil Co.

PETREBEK, Ger. str., Sedell—Wieler &
Co.

S. D. CARLETON, Amer. ship, Anson—
and Off Co.

W. H. SMITH, Amer. ship, Wilson—
and Off Co.

AMARAPPOBA, Brit. str., Canton—M
Busses—Russia.
CHAS. E. MOORE, Amer. ship, Leonard—O
FOOSHING SUY, Avianic bk., Willette—O
GLEN CALANI, Brit. bk., Lament—G
& Co.
IRAC REED, Amer. ship, Walle—A
Karberg & Co.
JACOB CHRISTENSEN, Norw. str., Hans
Melchers & Co.
JONFRIED, Amer. ship, Gilroy—Siemens
MACPHER, Brit. str., Thompson—Dodwell, C
& Co.
PARAMITA, Amer. ship, Soule—Sta
Oil Co.
PERRASS, Ger. str., Schull—Wiesler &
S. D. CARLETON, Amer. ship, Ansonby—
dard Oil Co.
WM. H. SMITH, Amer. ship, Wilson—
dard Oil Co.

NOTICE TO CONSIGNEES

"BEN" LINE OF STEAMERS

NOTICE TO CONSIGNEES.
S.S. "BENVOLICH"
FROM ANTWERP, LONDON, AND
SINGAPORE.

Consignees of Cargo are hereby informed that all goods are to be landed at their risk into the Hongkong and Kowloon Wharf and Godown Company's Godowns, whence and where the Wharves delivery may be obtained. Optional cargo will be forwarded unless notice to the contrary be given before 3 P.M. TO-DAY. No claims will be admitted after the Goods have left the Godowns, and all Goods remaining undelivered after the 2nd prox. will be subject to sale.

All claims against the steamer must be presented to the Underwriter on or before the 5th prox. or they will not be recognized.

All broken, damaged, and damaged Goods to be left in the Godowns, where they will be examined at the first prox. at 4 P.M.

No Fire Insurance has been effected.

Bills of Lading will be countersigned by GIBB, LIVINGSTON & CO., Agents.

Hongkong, 28th August, 1896. [1893]

INDO-CHINA STEAM NAVIGATION COMPANY, LIMITED

FROM CALCUTTA, PENANG, AND SINGAPORE.

THE Company's Steamship

"SUISANG"

having arrived from Hongkong, Consignees of cargo by her are hereby informed that their goods will be delivered from Hongkong.

Cargo impeding the discharge or remaining on board after 4 P.M. of the 4th prox. will be landed at Consignees' risk and expense into Godowns at East Point.

No Fire Insurance will be effected.

Bills of Lading will be countersigned by JARDINE, MATHESON & CO., General Managers.

Hongkong, 31st August, 1896. [2001]

NORTHERN PACIFIC STEAMSHIP COMPANY.

NOTICE TO CONSIGNEES.

STEAMSHIP "TACOMA"

FROM TACOMA, VICTORIA, YOKO-

HAMA, KOBÉ, MOBI, AND

SHANGHAI.

THE above Steamship having arrived, Consignees of Cargo are hereby requested to send in their Bills of Lading for consignment, and to take delivery of their Goods from Hongkong.

Cargo impeding the discharge of the Vessel will be landed and stored at Consignees' risk and expense.

DODWELL, CARLILL & CO., Agents.

Hongkong, 31st August, 1896. [19]

STEAMSHIP "NATAL"

COMPAGNIE DES MESSAGERIES

MARITIMES.

NOTICE.

CONSIGNEES of Cargo from London or

from Bordeaux or S.S. "Vile d'Azur," "Vile de Lille," and "Comet" in connection with above Steamers, are hereby informed that their Goods, and the exception of Grain, Treasure, and Valuables, are being landed and stored at their risk into the Godowns of the Hongkong and Kowloon Wharf and Godown Company, Limited, at Kowloon. Where delivery may be obtained immediately after landing.

Optional Cargo will be forwarded on unless intimation is received from the Consignees before Noon TO-DAY, the 1st inst., requesting it to be landed here.

Bills of Lading will be countersigned by the Underwriter.

Goods remaining undelivered after Tuesday, the 8th inst., at 4 P.M.

No Fire Insurance has been effected.

G. DE CHAMPEAUX, Agent.

Hongkong, 1st September, 1896. [2]

FROM HAMBURG, PENANG, AND SINGAPORE.

THE Steamship

"IRENE."

Consignees of Cargo are hereby informed that all goods are to be landed at their risk into the Hongkong and Kowloon Wharf and Godown Company, Limited, and stored at Consignees' risk and expense.

No claims will be admitted after the Goods have left the Godowns, and all Goods remaining undelivered after the 7th inst. will be subject to sale.

All broken, damaged, and damaged Goods are to be left in the Godowns, where they will be examined at the 7th inst., at 4 P.M.

No Fire Insurance has been effected.

SILMSEN & CO., Agents.

Hongkong, 1st September, 1896. [2013]

VESSELS ON THE BERTH

AUSTRIAN LLOYD'S STEAM NAVIGATION COMPANY.

(Under Mail Contract with the Austrian Government.)

STEAM FOR SINGAPORE, PENANG, COLOMBO, BOMBAY, KURACHIE, ADEN, SUEZ, PORT SAID, BRINDISI, VENICE, TRIESTE, AND

GENOA.

(Taking Cargo at through rates to CALCUTTA, MADRAS, BOMBAY, KURACHIE, ADEN, SUEZ, PORT SAID, BRINDISI, VENICE, TRIESTE, AND GENOA.)

The Company's Steamship

"MEDESA."

Consignees of Cargo are hereby informed that all goods are to be landed at their risk into the Hongkong and Kowloon Wharf and Godown Company, Limited, and stored at Consignees' risk and expense.

No claims will be admitted after the Goods have left the Godowns, and all Goods remaining undelivered after the 7th inst. will be subject to sale.

All broken, damaged, and damaged Goods are to be left in the Godowns, where they will be examined at the 7th inst., at 4 P.M.

No Fire Insurance has been effected.

SANDER & CO., Agents.

Hongkong, 28th August, 1896. [1893]

CHINA NAVIGATION COMPANY, LIMITED.

FOR SHANGHAI, CHEFOO, AND NEWCHANG.

THE Steamship

"HANGCHOW."

Consignees of Cargo are hereby informed that all goods are to be landed at their risk into the Hongkong and Kowloon Wharf and Godown Company, Limited, and stored at Consignees' risk and expense.

No claims will be admitted after the Goods have left the Godowns, and all Goods remaining undelivered after the 7th inst. will be subject to sale.

All broken, damaged, and damaged Goods are to be left in the Godowns, where they will be examined at the 7th inst., at 4 P.M.

No Fire Insurance has been effected.

BUTTERFIELD & SWIRE, Agents.

Hongkong, 3rd September, 1896. [12023]

OCEAN STEAMSHIP COMPANY.

FOR SANDAKAN AND KUPAT.

THE Company's Steamship

"MEMNON."

Consignees of Cargo are hereby informed that all goods are to be landed at their risk into the Hongkong and Kowloon Wharf and Godown Company, Limited, and stored at Consignees' risk and expense.

No claims will be admitted after the Goods have left the Godowns, and all Goods remaining undelivered after the 7th inst. will be subject to sale.

All broken, damaged, and damaged Goods are to be left in the Godowns, where they will be examined at the 7th inst., at 4 P.M.

No Fire Insurance has been effected.

BUTTERFIELD & SWIRE, Agents.

Hongkong, 3rd September, 1896. [1078]

FOR NEW YORK.

THE 3/4 L.L. American Ship

"JOSEPHUS."

Consignees of Cargo are hereby informed that all goods are to be landed at their risk into the Hongkong and Kowloon Wharf and Godown Company, Limited, and stored at Consignees' risk and expense.

No claims will be admitted after the Goods have left the Godowns, and all Goods remaining undelivered after the 7th inst. will be subject to sale.

All broken, damaged, and damaged Goods are to be left in the Godowns, where they will be examined at the 7th inst., at 4 P.M.

No Fire Insurance has been effected.

SILMSEN & CO., Agents.

Hongkong, 17th August, 1896. [1895]

VESSELS ON THE BERTH

"BEN" LINE OF STEAMERS

FOR NEW YORK VIA SUEZ CANAL.

THE Steamship

"BENMOHR."

Consignees of Cargo are hereby informed that all goods are to be landed at their risk into the Hongkong and Kowloon Wharf and Godown Company, Limited, and stored at Consignees' risk and expense.

No claims will be admitted after the Goods have left the Godowns, and all Goods remaining undelivered after the 7th inst. will be subject to sale.

All broken, damaged, and damaged Goods are to be left in the Godowns, where they will be examined at the 7th inst., at 4 P.M.

No Fire Insurance has been effected.

GIBB, LIVINGSTON & CO., Agents.

Hongkong, 24th August, 1896. [1894]

"MOGUL" LINE OF STEAMERS.

FOR SHANGHAI, KOBÉ, AND YOKOHAMA.

THE Steamship

"MOGUL."

Consignees of Cargo are hereby informed that all goods are to be landed at their risk into the Hongkong and Kowloon Wharf and Godown Company, Limited, and stored at Consignees' risk and expense.

No claims will be admitted after the Goods have left the Godowns, and all Goods remaining undelivered after the 7th inst. will be subject to sale.

All broken, damaged, and damaged Goods are to be left in the Godowns, where they will be examined at the 7th inst., at 4 P.M.

No Fire Insurance has been effected.

DODWELL, CARLILL & CO., Agents.

Hongkong, 31st August, 1896. [1894]

INDO-CHINA STEAM NAVIGATION COMPANY, LIMITED.

FOR SINGAPORE, PENANG, AND CALCUTTA.

THE Company's Steamship

"SUISANG."

Consignees of Cargo are hereby informed that all goods are to be landed at their risk into the Hongkong and Kowloon Wharf and Godown Company, Limited, and stored at Consignees' risk and expense.

No claims will be admitted after the Goods have left the Godowns, and all Goods remaining undelivered after the 7th inst. will be subject to sale.

All broken, damaged, and damaged Goods are to be left in the Godowns, where they will be examined at the 7th inst., at 4 P.M.

No Fire Insurance has been effected.

JARDINE, MATHESON & CO., General Managers.

Hongkong, 2nd September, 1896. [2019]

"BEN" LINE OF STEAMERS

FOR LONDON.

THE Steamship

"BENLARIO."

Consignees of Cargo are hereby informed that all goods are to be landed at their risk into the Hongkong and Kowloon Wharf and Godown Company, Limited, and stored at Consignees' risk and expense.

No claims will be admitted after the Goods have left the Godowns, and all Goods remaining undelivered after the 7th inst. will be subject to sale.

All broken, damaged, and damaged Goods are to be left in the Godowns, where they will be examined at the 7th inst., at 4 P.M.

No Fire Insurance has been effected.

GIBB, LIVINGSTON & CO., Agents.

Hongkong, 24th August, 1896. [1895]

THE PENINSULAR AND ORIENTAL STEAM NAVIGATION COMPANY.

STEAM FOR STRAITS, CEYLON, AUSTRALIA, INDIA, ADEN, EGYP-

T, PLYMOUTH, AND LONDON.

Through Bills of Lading issued for BATAVIA, PENANG, GULF, CONTINENTAL AND AMERICAN PORTS.

THE Steamship

"ROSETTA."

Consignees of Cargo are hereby informed that all goods are to be landed at their risk into the Hongkong and Kowloon Wharf and Godown Company, Limited, and stored at Consignees' risk and expense.

No claims will be admitted after the Goods have left the Godowns, and all Goods remaining undelivered after the 7th inst. will be subject to sale.

All broken, damaged, and damaged Goods are to be left in the Godowns, where they will be examined at the 7th inst., at 4 P.M.

No Fire Insurance has been effected.

H. A. LITCHIE, Superintendent.

Hongkong, 24th August, 1896. [1]

"SHIRE" LINE OF STEAMERS

FOR BRISBANE, SYDNEY, AND MELBOURNE.

(Taking through Cargo to QUEENSLAND PORTS, AND ADELAIDE, AND NEW ZEALAND.)

THE Steamship

"MERIONETHSHIRE."

Consignees of Cargo are hereby informed that all goods are to be landed at their risk into the Hongkong and Kowloon Wharf and Godown Company, Limited, and stored at Consignees' risk and expense.

No claims will be admitted after the Goods have left the Godowns, and all Goods remaining undelivered after the 7th inst. will be subject to sale.

All broken, damaged, and damaged Goods are to be left in the Godowns, where they will be examined at the 7th inst., at 4 P.M.

No Fire Insurance has been effected.

DODWELL, CARLILL & CO., Agents.

Hongkong, 3rd September, 1896. [2028]

U.S. MAIL LINE.

PACIFIC MAIL STEAMSHIP COMPANY.

VIA INLAND SEA OF JAPAN AND HONOLULU.

PROPOSED SAILINGS FROM HONGKONG.

PERU (via Nagasaki, Yokohama, Kobe, and Honolulu) Tuesday, Sept. 22, 1896, at Noon.

CITY OF RIO DE JANEIRO (via Nagasaki, Kobe, and Honolulu) Thursday, Oct. 8, 1896, at Noon.

CITY OF PEKING (via Nagasaki, Kobe, and Honolulu) Tuesday, Oct. 27, 1896, at Noon.

Consignees of Cargo are hereby informed that all goods are to be landed at their risk into the Hongkong and Kowloon Wharf and Godown Company, Limited, and stored at Consignees' risk and expense.

No claims will be admitted after the Goods have left the Godowns, and all Goods remaining undelivered after the 7th inst. will be subject to sale.

All broken, damaged, and damaged Goods are to be left in the Godowns, where they will be examined at the 7th inst., at 4 P.M.

No Fire Insurance has been effected.

SANDER & CO., Agents.

Hongkong, 1st September, 1896. [2013]

VESSELS ADVERTISED AS LOADING

DESTINATION

VESSEL'S NAME

FLAG & REG.

CAPTAIN

FOR FREIGHT APPLY TO

TO BE DESPATCHED

ON 10th inst. at Noon.

On or about 10th inst.

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